

AUGUST 2020

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE
NATIONAL

Falcon

NEWS



1963 Falcon Super Deluxe Squire Wagon
John & Marilou Lissandrello
Morgan Hill, California

ON THE COVER

In the July 2018 issue of *The National Falcon News*, John Lisandrello shared with us his desire to find a rare 1963 Falcon Squire Wagon he had seen on a 2009 website. This month you can read all about what that search yielded in the article "The Squire in the Haystack, Part 2."

This interesting story takes us through the discovery and, with the assistance of a few Southeast Chapter friends, the purchase process. John then lists details of his upgrades and restoration that took his Squire Wagon back to an authentic masterpiece.

John and Marilou now have three 1963 Falcons and try and drive two of the three Falcons every weekend. They like driving this rare Falcon Squire Wagon to shows and taking their grandchildren along for the experience. They have embraced the often-used motto of our president to "take a youngster along for the ride."

John's story and his professional photos can be found on page 4 of this month's magazine.

INDEX OF ADVERTISERS

Classified Advertising	20
Dennis Carpenter Reproduction, NC	14
J. C. Taylor Antique Auto Insurance, PA	15
Kellogg's Garage, Loveland, CO	23
Kelly's Kamera.	23
Mac's Antique Auto Parts, NY	19
Melvin's Classic Ford Parts, GA	23
Obsolete Ford, Nashville, GA	23
Obsolete and Classic Auto Parts, OKC	9
Rhino Fabrication, Bend, OR	23
Shine! On Me, CA	23
Treadwell Carburetor, Treadwell, NY	23

To access the online magazine, technical articles, and membership directory, use password **FCA1979!**

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

IN THIS ISSUE

- 3 Calendar of Events**
- 3 President's Message**
- 4 The Squire in the Haystack**
By John Lisandrello
- 10 MDFA's COVID-19 Spring Cruise**
By David & Jo Lau
- 12 Basket Case Blues**
By Mark Tompkins
- 16 Falcon Life During a Pandemic**
- 20 Classified Ads**
- 23 Advertising**



CALENDAR OF EVENTS

August 21–22, 2020 CANCELLED
Northeast Chapter's 2020 Regional
Warwick, Rhode Island
Hosted by Northeast Chapter

August 28–29, 2020 CANCELLED
Carolinas Chapter 14th Regional
Kannapolis, North Carolina
Hosted by Carolinas Chapter

September 11–12, 2020 CANCELLED
Mid America Regional
Branson, Missouri
Hosted by Mid America Chapter

September 12, 2020
Pacific Northwest Mini-Regional CANCELLED
Ellensburg, Washington
Hosted by Inland Northwest Chapter

October 2–3, 2020
2020 Pacific Regional
Sacramento, California
Hosted by River City Chapter

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.

Our deepest sympathy to the families and friends of Tom Umlauf (FCA #8043) of Austin, Texas and Jerry DeGarmo (FCA #16421) of Wilmington, Ohio.

THE
NATIONAL *Falcon*
NEWS

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

PRESIDENT'S MESSAGE



Jim Guthrie
FCA President

I am finding myself spending more time indoors on falconclub.com, on various Falcon pages on Facebook, and generally searching the internet for those elusive auto parts needed to complete a project.

While I am also enjoying the warmer weather, I am missing the anticipation of being with the Falcon Family at our usual meetings, the FCA National and Regional meets. Even chapter meetings and car shows have been few and far between.

On the bright side, I have talked with many members both by phone and email and enthusiasm for the club and future events is high. Membership is up and the nation is slowly recovering from the quarantine—all good reasons for renewed opportunity to be together again.

The Mid America Regional in Branson, Missouri is scheduled for September 11 and 12. The Welk Resort is open and taking reservations. Planning is underway for our 2021 FCA National Meet in the Dallas/Ft. Worth area, and no doubt many chapters are talking about events in the coming year. I think I'm starting to get excited.

In the meantime I encourage you to stay connected in any way you can, pick up the phone, send an email, write a news article for our magazine, work on that long delayed car project and do what you can to enjoy your ride and your club.

I look forward to seeing you soon. In the meantime, enjoy your Falcons and Rancheros, and take a youngster along for the ride.

—Jim (FCA #12897)
e-mail: guthriejasr@gmail.com
Phone: 816-288-7469

THE SQUIRE IN THE HAYSTACK

PART 2!

When I last left off, I was on the hunt for a 1963 Ford Falcon Super Deluxe Squire Wagon that I saw on a website from 2009. Well, I have good news. I found and bought her, but it wasn't easy. Here's the rest of the story.

After the article ran in the July 2018 issue of *The National Falcon News*, I was inspired to continue looking, but I needed to get more creative. For starters, I reached out to Wayne Carini, who is the host of *Chasing Classic Cars*. I figured that since he once owned a 1963 Falcon Squire Wagon, he may sympathize with me and share some tips for tracking down the car. I never heard back. No surprised there.

I then took an ad out on barnfinds.com in hopes that one of there thousands of subscribers may recognize the car. One subscriber from Texas identified the vehicle and claimed to have been the one who restored it in the early 2000s. Unfortunately, he didn't know where the car was now.



Out of options, I reached out to my ex-brother-in-law, who is a police officer in Florida. He refused to run the plate for me but suggested that I request a motor vehicle report from the Florida DMV. I didn't realize that you could do that, but I guess you can, and I did. After jumping through several hoops and paying a whopping \$.50, the Florida DMV sent me a registration report from 2009. When I received the report, it had all the information I was hoping to see: the owner's name and address, the correct make and model, and the right license plate number. I was stoked, but that didn't last long.

When I searched whitepages.com for their phone number, I discovered that Tammy's husband had passed back in 2009 and what were the chances Tammy would still have the car after nine years? It didn't look good, but I stayed on purpose and tried calling her to no avail. Every time I did, the line would automatically disconnect. As a result, I decided to send a certified letter to the address in the report. I was on pins and needles as I waited for someone to sign for the letter. Finally, after about a week, someone signed for the letter, and I got notification from the post office.

Later that day, I got a call from the same area code as the number I tried dialing earlier with no success. I was as giddy as a schoolboy when I answered the phone and said, "Hello Tammy!" It was her on the other side of the phone, and I couldn't believe it. When I asked if she still had the Squire, she said yes and that she was ready to sell it. I almost couldn't contain myself. I was so excited, but I didn't want her to know that. I told her that I would arrange a viewing and test drive and get back to her.

Here's where it gets interesting. Do you remember back in the first part of the story when I mentioned that Marilou and I were thinking about adding a third Falcon to the flock? Well, that's not exactly true. There was talk here and there about this Falcon or that Falcon but nothing definite. She had no idea I just spent five months tracking down the owner of an elusive Squire wagon like she had owed us money, but she was about to find out. Fortunately, Marilou is a very understanding wife and was pretty receptive to the story.

Continued on page 6



THE SQUIRE IN THE HAYSTACK

Continued from page 5

I then proceeded to reach out to Bill Shira, President of the Suncoast Chapter, to see if he could drive out to the Western part of Florida and test drive the old girl. I had emailed him in the past about helping me locate a Squire wagon, so he knew what I had been looking. Bill suggested that I contact James Lisk, Vice President of the Suncoast Chapter, who lives in the same area code of the car. I called Jim that night, and he graciously agreed to go check out the car. He was somewhat familiar with the car and had seen it around town. Jim reached out to Tammy to arrange a test drive and check out the Squire.

When Marilou and I eventually spoke to Jim about the Squire, he gave us the thumbs up. We immediately called Tammy back and negotiated a price that was fair to both of us. I arranged to ship the car from Florida and sent Jim a certified check. Jim had kindly agreed to play the role of the go-between, which was a tremendous help.

The car arrived about ten days later, and she was everything I had hoped she would be. The interior was bright red and in exceptional condition and the exterior was solid and in excellent shape. The coolest thing of all was the note I found under the passenger seat. It read,

"This Falcon is reported to be one of only 80 Squire Station Wagons made with Bucket Seats/Console and V-8 Engine. It may be the lowest mileage of those vehicles with just over 70,000 miles on the odometer. Originally bought in California by a woman who kept the car until she was in her 90's. She moved to Texas and eventually lived in a retirement home. It still had her retirement home stickers on the windshield when we bought the car from a restoration shop in Sherman, Texas."

Now, I don't know if that's a true statement or not, but it's not out of the realm of possibility. Records show that of the 1,461 Super Deluxe Squire Wagons built in 1963, only 162 were built with the 260 V-8. The fact that the car also came with the optional 2-speed Fordomatic and power steering makes for one rare bird! It turns out that the car was built at the San Jose Ford plant and meant for the San Jose market. Since I live 20 minutes South of San Jose, she was finally back where she belongs!

Since Tammy last registered the Squire in 2013, it had been sitting around since then and needed a lot of attention. We started repairs in 2018 by having the entire fuel system replaced

Continued on page 6





THE SQUIRE IN THE HAYSTACK

Continued from page 7

including a new fuel tank, sending unit, fuel line flushed from the tank to the pump, and a rebuilt carburetor. The exhaust had leaks and was also replaced from the header back. The 12 years old tires were unsafe and also replaced. Most of the windows weren't working, including the rear power tailgate window, so they all had to be fixed. The power steering, which was previously removed, was rebuilt and reinstalled.

We started 2019 by having new springs, coils, and hydraulic shocks installed. I replaced the carpet, painted and replaced the kick panels, refurbished the center console, replaced the floor mats and seat rails, and had the clocked repaired. I've also painted and replaced the dash pad and replaced all the doors weather-stripping and had the front grille touched up.

The biggest job of 2019 was replacing the vinyl woodgrain and having the trim restored. I chose to have this done because the vinyl was not the correct pattern, and the trim was cracked and the wrong color. It was a multistep process including removing the trim and sending it to L.A. to be restored, having the old woodgrain removed and all the underlying panels repaired and primed, and having the new woodgrain and trim installed by Mick Hoglund from www.woodgrain4wagons.com. For all of the effort and expense that went into the woodgrain, it was well worth it. Mick did a fabulous job and this Falcon now looks like a Squire! I had the ripped headliner and discolored windlace replaced as well as most of the window gaskets since they are cracked and brittle. We finished 2019 by having the roof rack rechromed and replacing the rubber gaskets. The chrome was pitted and the rubber was cracked and brittle.

So far in 2020, I've had time to tackle a few remaining tasks. I decided to add a set of fender skirts that I received with the Sprint Hardtop. They needed to be repainted and new rubber added to them. I also decided to open the tailgate and replace all the weatherstripping and felts. With the help of a good friend, we installed a NOS set of back up lights in the tailgate and they look and work great! The only other thing left to accomplish this year is to replace all four of the window felts.

It has been a long and costly journey to get to this point, to say the least. She's a different car from the one I found



on the website in 2018. We have taken her as far as we could without a full-blown restoration which wouldn't make any financial sense. I am proud of how she's turned out. If I'm being totally honest, the Squire is probably my favorite Falcon because of her uniqueness and what I had to do to find and restore her.

So far we have had great fun with the Squire. People seem to really enjoy her at car shows. Even Dennis Gage from the "My Classic Car" show stopped by to admire her last Summer. We even entered her in last year's July 4th parade with the grandkids. They had a ball waving to the spectators.

We now have three 1963 Falcons and I think we're done for a while. We try and drive two of the three Falcons every weekend. In the future, we plan on attending the 2021 Falcon Nationals in Dallas with at least two of the cars. Hopefully, you'll see the Squire there.

—John Lissandrello (FCA #15402)
Morgan Hill, California





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METRO DETROIT CHAPTER'S COVID-19 SPRING CRUISE

Originally printed in the Metro Detroit Chapter's
Falcon Express, July 2020

Fifteen cars showed up right on time to Jo and David Lau's house on N. Territorial Road. Participants were evenly split between the Falcon and Thunderbird clubs. The prediction was for sunny skies rather than cloudy but at least there was no rain in sight.

We pulled out at 10:15 with Gene Johnson's MGB in the lead. We made it a full mile before the first casualty. Mike Fontana's beautiful black '64 Fairlane pulled off with steam coming out due to a problem with his electric water pump.

David's 1959 Thunderbird convertible represented the oldest while several RetroBirds were among the newest cruisers.

The sun slowly poked through the clouds as we proceeded down Gene's well-planned route along some of Michigan's prime two-lane roads. This was a beautiful time of year for a cruise as leaves were emerging on trees and forming tree tunnels over the roads. One of the more touching moments was leaving Grass Lake where the streets were lined with photos of high school graduates, a sign of the pandemic. Fortunately we arrived at Rudy's Drive-In



Ice cream treats at
the end of the cruise

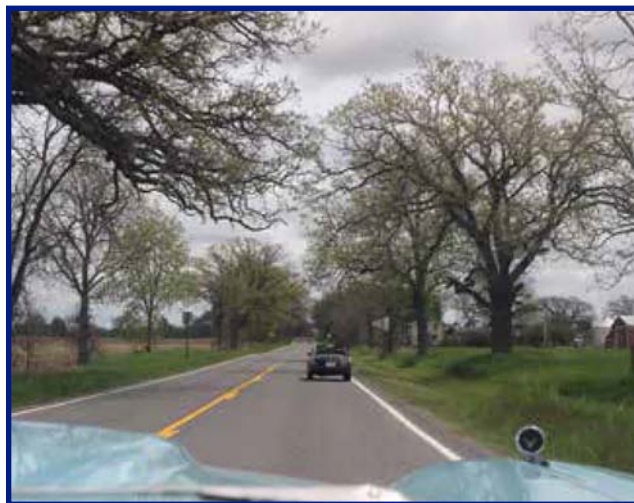
southeast of Jackson in time to park mostly together. It is one of the few drive-ins open for take-out that you eat in your car and it has become a very busy place.

Not far from Rudy's lives a cousin of Gene Johnson's who has been battling cancer for two years. We were proud to make a little detour past her house bearing signs and blowing horns to give her something to smile about. Since every good cruise has to wrap up with an ice cream stop most of the group headed back east to Saline where we lowered our masks long enough for dessert at Mickey's Dairy Twist. Except for one wheel cover that flew off the '59 Bird in Grass Lake the rest of us made it through in fine form. Gene and David were determined that this event could take place safely while so many of our car events are being canceled. With everyone properly distanced—with masks—we think we accomplished that.

—David and Jo Lau (FCA #15122)
Plymouth, Michigan



Falcons on parade



Spring is bursting forth in Michigan



Rudy's Drive-in



Let's play "Chase the Wheelcover"

THAT OLD BASKET CASE BLUES...



Here is my 1965 Ranchero. This was about a four year project as the first three years I was working, the last I was semi-retired. Purchased Thanksgiving 2015, mostly finished fall of 2019. I decided this would not be an original restoration, but I would build a truck to drive. Yes, this would be and is my driver.

When I first got it, it was a basket case. The body was mostly stripped of parts, with engine and transmission out, but hood, doors and tail gate in place. It was sold to me as complete, with only the seat and windshield missing. That turned out to be correct.

After I got it home it became apparent the floor pans needed to be replaced. I would tell people, "if I put the newspaper (remember those?) on the floor, I could read it from inside the truck." So that is where I started. Cutting them out and welding new ones in. Full floor pans weren't available when I did that.

I decided on '60's Ford Truck Turquoise. Not a color this car came in, but a color of the era.

I wanted a driver, so I wanted to add many of the conveniences newer cars have—similar to the 1990 5.0

Mustang LX I was driving. I wish I had gone to the AOD tranny from the get go, as I am not happy with the carburetion and considering a Holley Sniper kit.

I have started the spreadsheet to see how much I spent, but have yet to do the last year. But, I'm still spending money. The front end has been a disaster. Moog parts from a major online supplier appear to have been counterfeit or just plain low quality. All the new parts I installed have had to or are going to be replaced as it will not hold a resting spot or alignment. The windshield I got, made in China, was a full 1/4" short on three sides. The radiator also appears to have been a low quality offshore part that is now being replaced.

I like to say, it's a \$32,000 car that costs 45K to build. There is a lot of enjoyment there. We'll see how close my estimate is, after I enter that last year expenses in to the total. Then the cost of the redos. But on a project of this size, you have to expect some mistakes and do overs. I am very happy with the result.

—Mark Tompkins (FCA #15611)
Newberg, Oregon

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- Dressed stock 250hp 87 octane 302 crate engine from Summit Racing and Blueprint Engines
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- Granada spindle/disc brake upgrade
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- Cruise control
- Air Conditioning from Classic Air
- Security system with electric locks
- Tilt wheel
- Rear air shocks with on-board compressor
- Lokar floor shifter
- American Mag machined aluminum Magnum Style Wheels

Shout out to Jessica and Randy at Melvin's and Jeff at Falcon Enterprises for all the help.

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IT'S IN MY DNA

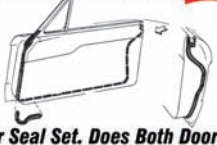
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FALCON LIFE DURING A PANDEMIC

It's finally time to finish my engine rebuild for my 1965 Ford Falcon. My 200ci inline six is really coming together!

My checklist for this engine rebuild was long, but it felt amazing to systematically work my way through and get every part of the process done right. Well, almost. I had to go back and redo the thread sealant on the head bolts, but everything was eventually done right! I was also grateful for the tools that Capri Tools sent me to help me build up my toolbox. I used so many of those tools while putting my engine back together.

Special thanks goes out to John Howard, who talked us through our installation. You saved us a ton of stress and agony!

—Ellie (facebook.com/elliesgarage)

My major project was re-upholstering the seats in my 1963 Convertible. It was a challenging job and I used and cut a lot more hog rings than an experienced pro would have. There were three layers of old seat covers I removed—the original '63 versions, then two newer layers on top as well. Check out the finished front/rear seat bottom and the rear seat upright section. The seat frames were completely stripped, treated for rust, repainted and all broken springs were repaired and replaced. This winter I've also refurbished the instrument cluster by stripping a former owner's blue overspray paint off of it, replacing the voltage regulator and repairing the generator and oil idiot lights and refurbishing the turn signal and high beam indicators as well. I've repaired the heat temperature knob and cable mechanism and this past weekend repaired the fan motor switch and cable assembly. Lastly, I've replaced the instrument cluster wire harness, am in the process of replacing the parking brake cable and drum brake actuator mechanism and I am also working on installing new exhaust and new tail pipes because the previous owner really dorked them up.

—Kris Kollar



I've been doing some upgrades on Gene Fox's 1963 Sprint convertible. I'm also doing some rust repair on one of my projects.

—Jerry Kratz





I have a 302ci, 2000 rebuild, from early '80s in a 1964 Ranchero. It has one of those older style ignition control modules (ICM). Picture attached. The thing was showing signs of going bad. It would rudely turn off the ignition randomly going down the road or even idling in the garage. Rather than blow \$30 on a new ICM, I figured what a better excuse to put in that old/used MSD box my brother in-law sold me eight years ago for \$50. The directions seemed simple enough. It was just that it would require \$75 worth of new wires to put it in the cockpit where I wanted it. Not sure why, but I unplugged the existing ICM before ordering the proper wire. The connector tabs were a blueish green. It seems the dielectric gel had gone bad. I cleaned the connectors, applied fresh gel and presto, and had two 45 minute test drives with no issues. As insurance, I did purchase a spare ICM and keep in under the seat for those on the road "oh darn" moments. Lesson learned.

I installed a new aluminum radiator after painting it with Eastwood radiator paint. The can said something about do not apply below 50° and primer not recommended. The fins are fine, but the top endcap wrinkled off. Not sure if it was my 45° basement or not bringing the radiator up to operating temperature to cure it. Anyhow, I repainted the endcap with primer and BBQ paint. We will see how long that lasts. Another lesson learned.

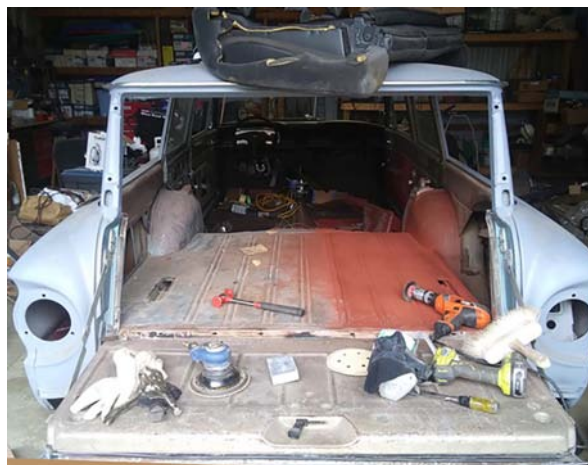
—Jim Ogram

MDFC member Don Starkey from Chelsea, Michigan gives us a quick update on his '61 Falcon wagon project...

Hello to all the club members. I've been taking advantage of the nice weather and been knocking out a few items on the to-do list. Friday, I sanded and primed the cargo area in my wagon. Lots of hand sanding to get the "grooves" cleaned out. That was so fun I decided to tackle the inside of the roof today (my car didn't have a headliner when I got it and the the roof was kind of scaly). It was great—the din of the air compressor, the rust in the face, and the fumes from the surface prep and paint. I felt almost guilty having this whole experience to myself. Next project like this I'll be sure to invite club members on over so we can all enjoy it together! Can you say "block party"! LOL.

I hope everyone is doing well.

—Don Starkey



More stories on page 18

FALCON LIFE DURING A PANDEMIC

Continued from page 17

My daily driver was acting up, so I dropped it off at a local shop and drove my 1964 Ranchero to work. On the way home the brakes went out and I rolled through a stop sign. Fortunately, no one was coming, but that incident made me take a closer look at upgrading to a dual reservoir master cylinder. A quick trip to the FCA website located the archived article by Dick Harrington detailing the project.

Next, I jacked up the Ranchero in search of the missing brake fluid. All of the lines were dry, but there was moisture on the left rear brake backing plate. I removed that brake drum, and to my surprise the wheel cylinder was the only dry part inside the left rear brake assembly. The fluid I had seen was from a leaking axle seal.

I ordered the dual reservoir master cylinder, two rear axle seals, and two rear wheel cylinders. While I waited for the parts to arrive, I journeyed to a local auto parts store to purchase the additional lines and brake line "T"s listed in the article.

When the parts arrived I replaced the rear axle seals and rear wheel cylinders before moving on to the master cylinder conversion. The only difficulty encountered was removing the old seals, but cave man tactics prevailed.

I encountered a few minor issues when I got into the master cylinder conversion. First, Mr. Harrington had said to disconnect the push rod from the pedal, but he didn't say how. It turned out that there was a hard to see e-clip holding them together. Next, he had said

to remove the push rod from the new master cylinder by holding the master cylinder in a vise and pulling the shaft out. That proved to be very difficult, as the company that had remanufactured the master cylinder had installed a metal clip inside the bore that prevented the shaft from coming out. I was unable to disassemble the master to properly remove the push rod, so I ended up using a three-foot pry bar to force the push rod out. I was lucky and the clip deformed and pulled through without damaging the master cylinder.

When I went to assemble everything I got another surprise. The brake line fitting holes on the new master cylinder were much larger than the hole on the original master cylinder. In fact, they were two different sizes. Another trip to the auto parts store and I located two adapters that completed the parts list. For anyone else encountering this issue, here are the part numbers from AutoZone:

AGS Solid Brass Dual Master Cylinder Adapter BLF-20C

AGS Solid Brass Dual Master Cylinder Adapter BLF-27C

I then filled and bled the brakes. Everything worked, but I finally found the leak that had caused my original problem. The left front wheel cylinder was seeping fluid. None of the local auto parts stores even listed front brakes for my 1964 Ranchero, so I had to order online.

— Tom Ervin





Roger Reynoldson's 1962 two-door Deluxe was color sprayed in June and is now getting put back together.

We can't wait to see the final product!

—Suncoast Chapter
Facebook page

Editor's Note: These "Falcon Life During a Pandemic" articles have much positive feedback to the magazine. We'd like to thank all of you who have sent us your stories and photo detailing your Falcon projects during this unusual time in history. Some stories we have gleaned from Facebook and Falcon chapter websites. Please continue to send us your updates, stories, and photos or post them on Falcon social media and we'll try to find them. If you see something interesting someone else is doing, let us know. Send to editor@Falconclub.com. Thanks.

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FALCONS FOR SALE



1960 Falcon two-door sedan, Body 64A, Birth Date: 5 April 1960, San Jose, CA. White, rust free, second owner, original owner San Diego, CA. Fordomatic two-speed on column. Rear axle 3.10. 13" rims, four lugs. 59,000 original miles. Head upgrade to receive unleaded gas. Has California emissions upgrade. New windshield front, rear new window gasket. 144 Cubic inch original engine. Contact: Mike, \$12,000 or best offer. 512-310-9913, leave message or pthotrod@sbcglobal.net. Round Rock, TX. 200806

1960 Ranchero, Flat Black with lots of chrome, 200 ci, C-4 automatic. New or rebuilt everything, alt. conversion, good condition, no rust. Needs finishing. Asking \$3,500 or best offer. Pictures on request. Len Fierling, fieries77@gmail.com or 503-630-7547. OR. 200799

1962 Falcon Sedan Delivery project, RARE. Later model 200, "big" 3.03 three-speed w/floor shift, LR quarter damage, price includes two full L/R quarter panels \$2,995. 1963 Falcon four-door Deluxe, project; 170/three-speed, OEM A/C, runs good, but has been sitting, floor rust, but complete, \$1,995. 1964 Comet 202 four-door wagon project; 170/three-speed, neat options including interior light group, remote control driver's mirror, plus the "M" gas cap. \$3,495. 1951 Ford two-door Sedan; Flathead V-8, overdrive, rewired, lots of recent work, runs/drives good, needs paint/body work, some mechanical attention needed, \$5,995 OBO. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggs-garage.com. CO. 200818



1963 Retractable hardtop. This car is home built and I have had it at several Nationals. It has won Best of Show, Ladies Choice, and it's been in the Master's group. I have had a lot of fun with this car but I would like to pass it along. I have other projects and I'm running out of room. This car has a EFI 302 with a AOD transmission. The car is stretched 4" and has a lot of modifications including electric windows. The trailer and all the literature goes with the car as well. I will be happy to visit with interested parties and send videos of everything. Contact Tim Sutherland, Wichita, Kansas. First \$26,000 takes it home. 200811

1963 Falcon Futura two-door Sedan, body 62C. This car was one family owned and has 47,000 actual miles. It is Maroon on the bottom with a Wimbledon White roof. It has a V-8, 260, automatic, and power steering. It has bucket seats with console. This car drives as new. The trunk area is as new, also. Can send pictures. NO RUST ever. \$14,500 OBO. Call Steve, 350-430-0143. WA. 200720



1965 Falcon Ranchero Black/Black. complete restoration. Professionally built 331 cu.in. V-8, new top loader four-speed, new Currie .9" posi-rear, new paint, new interior, chrome and stainless polished. New tires, wheels, rack and pinion power steering. Over \$40K invested; \$23,000. George, 860-930-2232. CT. 200812



1965 Falcon Rancherocomet 289, \$9000. 1964 white Cyclone no motor, no transmission (was 289), \$3900. 1964 tan Caliente, no motor, no transmission, (it was a 289), \$3300. 1964 red wagon, V-8, \$13,000. 1965 Caliente two-door hardtop, no motor, no transmission was (six-cylinder), \$950. I have extra parts cars to make these cars better. Call or text Carlos Vera at 720-281-0940 or calicommetcarlos@yahoo.com. CO. 200722



1969 Ford Falcon Station Wagon, \$13,950. Southern wagon in overall good condition, one owner family, garage kept. V-8 302 two-BBL, automatic, PS, PB, A/C currently not operational. New front shocks, coil springs, RR shocks and leaf springs. Original genuine Ford Falcon manuals included. Carol Ague, 256-337-4028. AL. 200701



PARTS FOR SALE

1963 Falcon shallow tail light bucket without backup lights, \$40. Two 1963 tail light lenses w/o backup (Glo-Brite), \$10 each. 1960-63 Radio Antenna, \$30. All plus shipping. John Vannatta, 301-502 7694, vannattajo@gmail.com. 200805

1961-65 Ranchero tonneau cover, fits Craftec brand new white in color, \$40 plus shipping. I also have some 1961-67 Econoline parts. Contact me at mikhays50@gmail.com or by phone at 573-735-4355. MO. 200805

Estate Sale. Tom "TJ" Johnson from Green Bay, Wisconsin passed away last year and left a rather sizable collection of parts including a fully operational '67 Falcon. In settling his estate, we believe he would have wanted these items to stay "in the family" of his fellow Falcon enthusiasts. If interested, please contact us at the email below. We don't have a detailed inventory at the moment, but let us know if there is something specific you are looking for. Chances are we've got it! Thanks! johnwrjohnson6@gmail.com. 200823

14 Early 260/289 cylinder heads with date codes: 1M20, 1M21, 3A17, 3A17, 3C14, 3E3, 3E6, 4A9, 4A9, 4B5, 5D23, 5E1, 5F4, 5B17. No Hi-po heads. Bargain basement prices. Please contact Keith Davidson, 720-387-9339 or mightyfalconracing@gmail.com. CO. 200701

Parts for 190-65 Falcons including hoods, fenders, doors, tail lights, chrome, door hinges, window cranks, very nice 1965 Mercury Caliente grille. Nice '65 Mercury Comet tailgate with chrome and many more items. Bob, 806-683-3550. TX. 200899

Used Performance Radiator for 1963 Ford Falcon, fully functioning condition, no known leaks, problems or issues, minor fan rash and bumps from use, with cap, \$120; Ring and pinion gear

set for 8.7 Ford Rear C9AZ-4209-C, for the rare 8.7" rear end, complete with shims, highly desirable 3.07 ratio, may fit: WER-AC of '73-'77 Ford Granada, Mercury Monarch and Lincoln Versailles, \$135. Original 1986-93 Ford aluminum manual trans bell housing E6ZR-6394-AA, fully functional, with minor cosmetic blemishes, just removed from vehicle, clutch eyelet tab had been trimmed to fit in a Falcon, but remains fully operational, \$80. Items worked fine when pulled from vehicle; photos available; all good used uncleaned condition for full disclosure; buyer to verify applications and pays shipping. Chris Parsons, indeoconfidimus@gmail.com. NJ. 200703

1960-63 Falcon sedan "No-Mar" gas tank guard and NOS stainless steel gas cap, in original packaging, rare accessories, \$275 for the set; '62-63 hood scoop excellent used condition, \$200. 1963 "deluxe" fender spears (not Futura), three set, \$75-150 per set; '62-63 fender top ornaments, restored, \$75-100 per pair; (two) 1960-61 Comet Dash Clusters, nice chrome, original and complete: \$195 each; 1963 Comet/Falcon convertible top bows plus pump (header bow lathes) \$495. Convertible quarter windows, regulators, trim, hardware; inquire for prices; convertible "belly pan" set up for bucket seats/console, \$295. 1963-65 convertible bucket seats, need complete restoration, \$600; '60-65 pedal sets, complete w/ bracket, \$175. 1960-65 V-8 motor mounts: frame mounts, bolts, "C" brackets and heat shields \$200, eight pieces; '63-65 V-8 exhaust manifolds, no cracks \$150 per pair. Five-bolt 14" stock Falcon/Fairlane wheels, \$60 each, a set of five for \$225; four-bolt 13" wheels, \$25 each, set of five for \$110. 1960-65 Falcon jacks, restorable, \$100 set of four pieces; '60-65 four-door sedan doors, stripped or complete, no rust, \$100-\$200 each; 1960-65 Station Wagon tailgate cranks, good used condition, new keys up to NOS, \$250-\$490. 1960-62 two-speed electric wiper changeover from vacuum:

motor, mount, wiper transmission, linkage, bezels: \$250; 1965 two-speed wiper conversion: wiring harness, switch/bezel motor/bracket, tested and working \$295. 1966-70 trunk lock complete, nice chrome, all attaching parts w/ Falcon keys; \$125. 1966-67 trunk lid; has a few dings, but solid \$150. 1968-70 LR taillight surround, excellent used condition, \$95; '68-70 taillight lens, excellent used condition, \$50; 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$325; bumper brackets for the same, \$200; front bumper rock shield, three pieces, needs some work, \$125. L/R front fenders, near perfect, \$300 each; excellent hood, \$300; dash cluster, great shape, \$100. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. Email Lenny Kellogg at Kellogg's Garage at lenkellogg@lpbroadband.net or call at 970-593-1964 or visit us on the web at www.kelloggsgarage.com. CO. 200818

351 Man O'War block; part # 087180: new never machined \$2,000 NOS parts: CoDF-13206-B, front park/turn signal lamp housings, \$200 for the pair. CoDF-5630-C parklamp lens, \$24. CoDZ-3A130-A outer tie rod, \$35. CoDZ-3352-B steering arm and bushing, \$75. CoDF-11654-C headlamp switch, \$90. CoDZ-7210-B shift selector lever, \$55. CoDZ-9A586-A and B carb rebuild kits, \$60 each. CoDD-5A283-F, exhaust hanger, \$50. CoDZ-1126-B, rear brake drum, \$130. CoDF-12370-A, Autolite vacuum control, \$36. CoDF-13304-A, turn signal plate, \$30. CoDZ-9155-A, Autolite FG-4 gas filter, \$15. CoDZ-3047-A, upper control arm shaft kit, \$65. CoDZ-3350-B, steering arm and bushing, \$95. CoDZ-3049-A, upper ball joint spindle support, \$65. CoDZ-2128-A, wheel cylinder repair kit, \$5. I have many more parts available. Keith Litteken, 314-480-2556, or kslitteken@aol.com. MO. 200809

continued on page 22

The following parts are from an original '64 Fairlane 260, good used condition: Autolite 2100 1.01 C4OF-AK carburetor, 1.01 Venturi, fully functional, 1.01=240 CFM, comes with OEM aluminum spacer block, \$85. Pair Exhaust Manifolds with surface rust, driver side has broken & missing flange/stud, passenger side appears to have had a repair to broken flange/stud, passenger side has heat stove \$15. Four Blade Radiator Fan C2OA-8600-B, 17½" diameter, standard steel blades, center hub hole 5/8" diameter, straight, no heavy rust, no cracks, believed to be Ford PN C2OA-8600-B, comes with spacer, which appears to be aluminum & may be Ford part number C2OZ-8546-D, \$55. Generator Assembly C2OE-10039, unrestored, includes generator core, flexible shield and brackets \$190. Items worked fine when pulled from vehicle; photos available; all uncleaned condition for full disclosure; buyer to verify applications and pays shipping. Email Chris Parsons at indeoconfidimus@gmail.com. NJ. 200703

Parting '60-'65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. SPECIAL: Dismantling '63 Falcon convertible—no engine, transmission, or rear end. V-8 car, minimal rust, all or part. Clear title. Call Steve, 360-430-0143. WA. Thanx for driving a Falcon! 200820

Parts for 196-65 Falcons including hoods, fenders, doors, tail lights, chrome, door hinges, window cranks, a full set of 1965 chrome, and a nice '65 Mercury Caliente grille. I have 13" and 14" four-lug wheels, \$20 each and 13" and 14" five-lug wheels, \$25 each. Bob, 806-683-3550. TX. 200799

Don Branson's 35 year collection of good used parts for 1960-69. All car parts (you must take all), \$10,000. If sold separately: hoods, \$75; doors \$75; grilles, \$150-800; headlight buckets, transmissions,

motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Parts from over 50 cars. JL Branson, 4097 Hwy T, Marthasville, MO 63357; cell 636-357-8522 or email jlwbanson@mail.win.org. MO. 200808

PARTS WANTED

Center console for 1964 Falcon convertible. Please contact Stan at sjbetark@comcast.net with condition and price. 200808

1967 Falcon headlight doors—the trim that goes around the headlights. I'm looking for both sides and nice quality. Please call, text, or email Jeff Engelman at 970-460-6363 or jeff@engelman.net. 200809

1963 Falcon Deluxe two-door wagon parts. They must be in excellent condition either NOS or used: front bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges etc. Keith Litteken, 11394 Revere Ln., St. Louis, MO 63128-1416. 314-480-2556 or kslitteken@aol.com. MO. 200809

MISCELLANEOUS

I am looking for someone to put my 1964 Falcon back together. The shop where I was having it restored up and closed. It left me with a car in pieces. The body work is 99% done. I'm retired and on a fixed income in North Mississippi. Please Help! Greg Faulkner, gefaulkner77@gmail.com, 662-750-4463. MS. 200720

TO PLACE A CLASSIFIED AD

- Please include item info and price, your name, location and FCA number.
- Please try to limit your ad to 50 words. Ads will be edited for space as needed.

Ads will run for minimum of two months and must be resubmitted monthly after that. Ads must be received by email by the 20th of the month, two months before publication month. For example, July 20 is the deadline for the September issue.

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, FCA Editor, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. August 20 is the deadline for the October issue.

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Come check us out at the swap meet, 2019 FCA National Convention in Winter Park Colorado. We will have photos and Falcon parts for Sale. Call or email to setup your personal photo shoot!

"Naturally naked" and "sustainably snapped free range photography" and occasionally "vividly vintage" images.



Be sure to read about Mark Tompkins' former "basket case" 1965 Ranchero, featured on page 12 of this issue.



How would you like to own this show car and trailer? Check it out in this month's Classifieds.